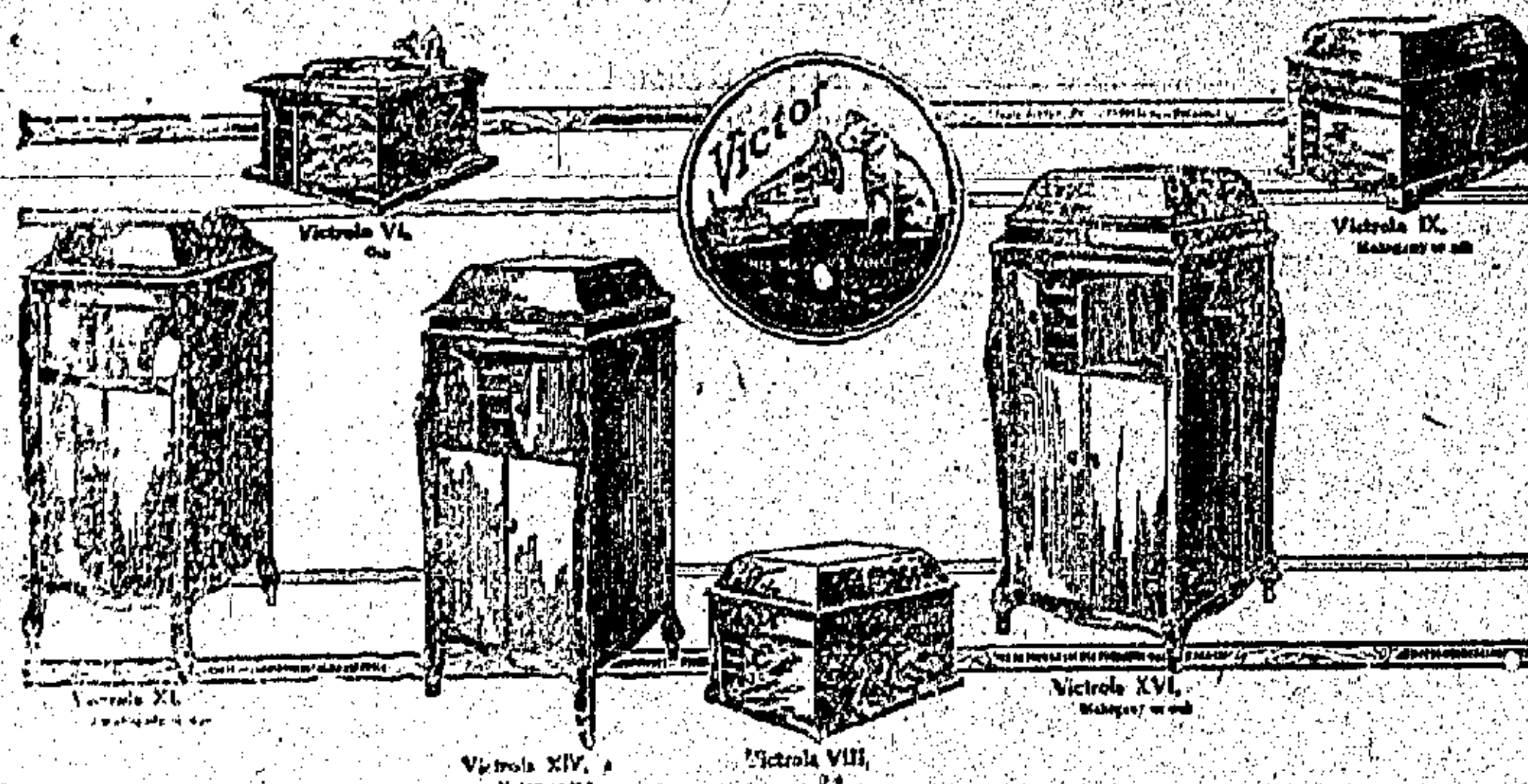


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BUYING EMPLOYMENT. CLAIM AT THE HONGKONG SUMMARY COURT.

The story of how a Chinese thought to buy lucrative employment was told at the Hongkong Summary Court yesterday. The claim was for money due under a contract by a former comrade of the s.s. *Woong Sang*, against the present comrade of the ship. Mr. Haywood appeared for plaintiff and Mr. Grist defended.

Mr. Haywood, in outlining the case, said that on November 6th, 1913, plaintiff engaged defendant as assistant tallyman and comrade. Some time afterwards plaintiff told defendant that he was thinking of resigning his position and the defendant said that he would like it, at the same time promising that if the position was got for him he would pay the plaintiff the sum of \$10 per month. Later, plaintiff did resign, and, having in mind defendant's words, he took him to Messrs. Jardine, Matheson's office and got him the job. Defendant took up his duties and plaintiff approached him with reference to the contract, saying he would like it written out. It was written and signed by both parties. Some time afterwards, plaintiff took it to the Stamp Office and found it was out of date. He went to defendant and told him about it and so they both went to the Stamp Office together and the document was duly stamped. Three instalments, each of \$10, had been paid, but since that time nothing had been paid. The defence was that plaintiff had agreed to accept \$100 and had been paid that sum in full settlement of the contract.

HUSBAND AND WIFE. CHARGE OF ATTEMPTED MURDER.

The hearing was resumed at the Hongkong Magistracy yesterday of the case in which a Chinese of Hunghom is charged with the attempted murder of his wife by inflicting severe injuries to her neck with a chopper.

Mr. Otto Kung Sing defended, and Mr. T. H. King (A.S.P.) prosecuted.

The woman's story was to the effect that she was married to the accused when she was 17 years of age. They lived happily together for a while, and then defendant went abroad for two years. They were on good terms all this while. Subsequently, accused went to Singapore, after which she did not hear from him, and she had to make a living for herself and her two children by hawking vegetables and fruit in the Wanchai district. During this time she stayed with her husband's sister, where several letters, which were addressed to her were torn up. Because of this she went to live at Hunghom. When her husband came back from Singapore in April last she went and asked him for some money to buy food, and also asked him to come back to her. He would not come back, and said he had no money. As a result she went to see the Secretary for Chinese Affairs, and he advised her to go and live with her husband. On August 29th her husband came to see her and said he had no work to do and would like to come back and live with her. She said she was willing for him to come back to her, but her husband went away again and did not come back until the following day, when he brought her a bottle of wine and some pork. She told him he had better have these things, and the husband again said he was coming to live with her, as he had no work to do. Soon afterwards her husband "cut her on the neck with a chopper." He struck her twice on the neck and once on the cheek. She called out "save life," and, thanks to the assistance of neighbours, she was "saved from being killed."

The accused was committed for trial.

HONGKONG MAGISTRACY. BURGLARY AT YAU MATI.

Two youthful Chinese were charged with burglary at Yau mati early on the morning of the 1st inst. It was stated that the men got over a back wall and entered a room occupied by seven Chinese engineers, eventually decamping with all the engineers' clothing and effects. The two men were subsequently arrested and practically all the property was found in different pawnshops in Yau mati. Sentence of two months' hard labour each was passed by Mr. Hazland.

THE LEGISLATIVE COUNCIL MEETING

HON. MR. POLLOCK, K.C., AND THE
GOVERNMENT CIVIL HOSPITAL.

WAR LOAN FOR HONGKONG.

At a meeting of the Hongkong Legislative Council, which is to be held to-day, the Hon. Mr. H. E. Pollock, K.C., will ask the following questions:

(i) With reference to the new allocation of Sisters in A Block of the Government Civil Hospital, which was made by His Excellency the Governor at the last meeting of Council on the 3rd August, will the Government answer the following questions, namely:

(i) Did not Sister Kelsey, pursuant to permission granted prior to the said Meeting of Council, leave this Colony on long leave, on the 9th August?

(ii) Have not the services of one of the Private Nurses been requisitioned for private nursing, so as to render her unavailable for Hospital work? During what dates between the 3rd August and the date of these Questions (21st August), have the services of such Private Nurse been required for private nursing?

(iii) On what dates between the last Meeting of Council (3rd August) and the date of these Questions (21st August) have there been two Sisters on duty in the morning in A Block, namely, one Sister on each floor?

(iv) On what dates between the said dates has there been a Sister on duty attending to the operating theatre exclusively?

(v) Is not Sister Gorham, pursuant to permission granted to her prior to the said Meeting of Council, due to go away from the Colony on long leave on the 30th August, 1916?

(vi) When will Sister Sloan complete her present current period of 4 years' service?

(vii) Have the Government secured the service of any, and, if so, what Sister of Nurses since the last Meeting of Council?

(viii) Has Sister Jacobs resigned from the Government Hospitals Service in this Colony?

2.—With reference to the re-arrangement of the Staff in B Block of the Government Civil Hospital, which was announced at the said Meeting of Council, under which re-arrangement the nursing of patients in B Block is left entirely to Probationers and Japanese Nurses, will the Government state the respective lengths of Service of the Probationers who are left in charge of B Block? And will the Government also state whether such Japanese Nurses, and, if so, how many of them possess a sufficient knowledge of English, written as well as spoken, to render them independent of the aid of an Interpreter into English, in the discharge of their duties? Are the Japanese Nurses in charge of the wards in B Block or are the Probationers in charge of such wards?

3.—Was not the stock of drugs and disinfectants kept in store at the Government Civil Hospital considerably reduced by the present Principal Civil Medical Officer before the War?

The "Orders of the Day" are as follows:

First reading of a Bill intituled, "An Ordinance to make provision in connection with the present war with respect to Bills of Exchange payable outside the Colony."

First reading of a Bill intituled, "An Ordinance to authorise the raising of a War Loan."

Second reading of the Bill intituled, "An Ordinance to amend further the Alien Enemies (Winding up) Ordinance, 1914."

* Will not be proceeded with at this meeting.

BURGLARY AT HONGKONG.

MESSRS. RUMJAHN'S PREMISES
RANSACKED.

Five Chinese appeared at the Hongkong Police Court yesterday on a charge of committing a burglary at Messrs. Rumjahn & Co's premises, in Des-Vaux Road. The burglary was perpetrated between Saturday and Monday, and the burglars got away with practically all the goods on the premises, including office books, catalogues, samples and many other things, which were taken away in large packing cases. The goods were recovered from different shops in the Colony.

Mr. F. Mattingley prosecuted, and Mr. R. C. Faithfull, Mr. Otto Kung Sing, Mr. W. B. Hind and Mr. C. F. Mason appeared for the defence.

The case was adjourned for a week, bail being fixed at amounts ranging from \$1,000 to \$250.

LOCAL SPORT.

CHAMPIONSHIP TENNIS
STALKER AND ABRAHAM WIN
THE DOUBLES.

In a manner which was surprisingly easy, Stalker and Abraham won the Hongkong C.C. Men's Doubles last evening, after being set all. Their opponents were Kent and Cary, who were favoured for the championship, but after the first two sets Kent and Cary fell away so badly generally that they lost the third and final set 6-1. Stalker and Abraham fully deserved their win, for, from the point of view of tactics and finish, they were the superior pair. Abraham especially did a lot of good things, and he was chiefly responsible for the winning of the first set by 6-3. Thanks to some good all round work by Kent, he and Cary won the second set by 6-3, Kent being especially effective at the net. In view of the even quality of the play up to the end of the second set the spectators could not have been prepared for the collapse of Kent and Cary in the third set. This pair won the first set after a struggle, and then Stalker and Abraham went on to win the next five sets, and the championship, in a very easy manner.

Stalker and Abraham owed 3-6, and Cary and Kent owed 15-4.

HONGKONG CORINTHIAN YACHT CLUB.

ANNUAL GENERAL MEETING.

The annual general meeting of the Hongkong Corinthian Yacht Club was held at the club house yesterday, Commander Beckwith presiding over a large attendance of members.

Speaking on the balance sheet, the Chairman said that it was "decidedly healthy." Last year's balance sheet showed a deficit of \$319, but this year they had made \$800; and all that was not made at the bar. Their chief object at the present time was to keep the flag flying, and their doors open until they reached normal times, and in this connection he could congratulate the Committee on the excellent results of the year's work. With these few words he proposed the adoption of the balance sheet.

Mr. R. C. Wittchell seconded, and this was agreed to.

Mr. van Andel proposed that in view of the fact that the membership was only 103, the annual subscription should be maintained at \$15. When they had reached normal times no doubt they would see their way clear to reducing the subscription to \$12 or \$10, but they could not do so at the present time, and not have a favourable balance.

Mr. Gee seconded, and this was unanimously agreed to.

The officials of the Club were appointed as follows:—Commander: Commander Beckwith, R.N.; Vice-Commander: Mr. G. G. Wood; Secretary and Treasurer: Mr. van Andel; Official Measurer: Capt. Milroy; Assistants: Messrs. Stoneham and Smith; Committee: Messrs. Davis, Molvor, Gee, Goulbourne, Burn and Claxton; Sailing Secretary: Mr. W. B. Hind.

CRICKET.

HONGKONG v. UNITED SERVICES.

The following will represent the H.K.C.C. against the United Services on Saturday, on the H.K.C.C. ground, play to commence at 2 p.m.—T. E. Pearce (Capt.), G. E. Aubrey, J. V. Braga, A. A. Claxton, P. Jacks, R. Kennedy, L. D. McNicoll, M. M. Maas, F. Sutton, H. H. Taylor and R. P. Thursfield.

VOLUNTARY AMUSEMENT TAX AT
SHANGHAI.

Up to date, the following have taken boxes for the above movement in Shanghai:—Lyceum Theatre, Apollo Theatre, Victoria Theatre, Olympic Theatre, Cricket Club, Shanghai Golf Club, Recreation Club, Powhattan Club, Astor House Hotel.

"So far all committees have been unanimous in their support," says the *Eastern Critic*; "we therefore hope that quite a large weekly income will be derived from this source. Various other clubs will be approached during the course of the week and we hope to be able to announce that every Allied Club and place of amusement in Shanghai is loyally supporting this scheme."

At the advanced age of 130 years, according to the death certificate issued by Dr. Valeriano Ponton, Agustina Salvador, a Filipino woman, died on Sept. 15th at her home on Calle Velasquez, Tondo.

NANKING-HUNAN RAILWAY PROJECT SUSPENDED.

REGRETTABLE STOPPAGE OF
IMPORTANT SCHEME.

It is a matter of regret (says the *N.-C. Daily News*) to learn that the proposed railway from Changsha to Nanking has, like that from Hsinyangchow to Wu-tai, been compelled to stop operations. This line, which is one of those in which the British and Chinese Corporation are interested, was of a highly important character. It was proposed to connect the Canton-Hankow railway in the neighbourhood of the Pinghsiang coal mines with Nanking. It would pass through a region fairly rich in minerals, the porcelain centres of Kiangsi and the tea-growing districts of Kiangsi and Anhui, and feed all these products to Shanghai by way of Nanking.

Surveying operations actually commenced over two years ago, three parties being sent out and the survey was successfully completed this year. The results of this survey, executed under the charge of Mr. F. Grove, formerly of the Canton-Kowloon and Shanghai-Nanking Railways, which was most exhaustive, are naturally not available to the public, but it is quite certain that a railway can be successfully constructed through the points originally proposed.

A FEASIBLE ROUTE.
According to the particulars announced at the time of the Loan Agreement, the line was to pass through Loping, Nanchang, Kimen, Huichowfa and Ningkuo-fu, and it is understood that all these points have been included in the survey.

According to the *Peking Gazette*, the Ministry of Communications decided some time since to absorb this railway into the general department at headquarters, but the actual step was not taken until Mr. Hsu Shih-ying came into office. It was made part of the case against that gentleman, although it is difficult to see how any further progress could be made with this or any other new line until things financially are more settled both within and without China.

HSINYANGCHOW AND SZECHUEN LINES.
The "Pu-Hsin" line is in a slightly different position, but has been treated similarly. There some construction had actually been commenced, and it is believed that the stores, etc., are to be transferred to the Tientsin-Pukow Railway.

The line from Ichang through the famous gorges has similarly failed to materialize, although the survey was completed last year by the American engineers engaged under Mr. Randolph. The latter is still at Ichang.

These three lines altogether would have served an immense area, in fact almost the whole of the populated parts of the Yangtze Valley remote from the river would have been adequately catered for.

As is fairly well known, the railway scheme of China, as it has actually been developed, anticipates a trunk line from Peking via Hankow to Canton with a parallel from Tientsin to Ningpo laced together by numerous transverse lines. The trunks exist as far as Hankow and Hangchow, but there is only one transverse line, the Tientsin-Peking section of the Peking-Mukden line.

INTERESTING PROBLEMS RAISED.

The two lines now suspended would have provided two more transverse links respectively north and south of the Yangtze. Several interesting problems are raised by this railway suspension. Will there be funds available before or at the end of the war? Does the suspension arise from the Chinese or foreign parties interested? What will happen to the numerous Chinese "engineers" who have found railway work so lucrative a field for their "talents" behind this all is the question whether Chinese investments of this character will have a real value in competition with those other investments which the reorganization of Europe will invite.

China is in a peculiar position. She is unable or unwilling to proceed with her railways. Her mineral and industrial assets cannot be developed, whether by her or by foreign concessionaires, until the railways are built. It is a vicious circle.

Many parts of Central China, including those through which the Nanking-Hunan Railway would pass, were almost depopulated by the Taiping rebellion, and in spite of considerable immigration are still but sparsely filled. Here is a means by which the severities of famine in the low areas of the Huai and Yellow rivers could be tempered, provided a railway existed in order conveniently and rapidly to transport the people.

INTIMATIONS

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[1077]

THE WAR.

CRITICAL SITUATION AT SARS AND TRANSLOY.

RUSSIANS DRIVE BACK GERMANS IN KOVNO

SERBIAN AND ITALIAN SUCCESSES.

BRITISH BAYONET CHARGE IN BALKANS.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH FRONT. SUCCESSFUL RAIDS SOUTH OF LOOS.

LONDON, October 3rd.

General Sir Douglas Haig, in a *communiqué*, states:—We have had a quiet night south of the Ancre. We carried out successful raids south of Loos.

FRENCH OPERATIONS. GERMAN ATTACK NORTH OF RAUCOURT REPULSED.

PARIS, October 3rd.

A *communiqué* states that a fairly violent artillery duel has been going on north of the Somme.

The Germans attempted an attack north of Raucourt, and were repulsed. TWO AEROPLANES BROUGHT DOWN.

Two enemy aeroplanes were brought down on the Somme front.

THE BRITISH SUCCESSES. SUPPLEMENTARY DETAILS.

PARIS, October 3rd.

The French newspapers supplement the particulars of the new brilliant successes that the British gained on the 1st inst.

As indicated in Sir Douglas Haig's report, on the morning of the 2nd inst., the object aimed at was entirely gained under two hours and was characterised by a great bayonet attack, in which two Hanoverian battalions were driven back, despite desperate resistance. The "Tanks" services included the breaking of ground for the infantry to advance and the levelling of a formidable defensive system.

A MOST CRITICAL SITUATION.

The situation at Sars and Transloy is now most critical. They are points of support to the first line of defence at Tsapaume, and we are heavily bombarding them.

BAVARIAN SOLDIERS' NERVES.

LIEUT.-COL.'S REBUKE.

LONDON, October 3rd.

Reuter's Correspondent at Headquarters states:—A captured Bavarian Battalion Order shows that the enemy is suffering from nerves. A Lieut.-Colonel plaintively rebukes his men and says:—"I have got an impression that a few Englishmen, throwing bombs from their trenches, can thoroughly frighten a crowd of Bavarians. If we put an unnecessary barrage on the enemy, he retaliates, and we suffer. Therefore, this fright on the Somme front must be dispelled."

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

NAVAL AEROPLANES ACTIVE.

AIRSHEDS IN BELGIUM ATTACKED.

LONDON, October 3rd.

An official report states:—Our naval aeroplanes carried out a further attack on the airships in the vicinity of Brussels.

One machine failed to return.

HUNGARIAN DEPUTIES.

RE-CALLED TO THE COLOURS.

LONDON, October 3rd.

A Royal Decree issued in Hungary orders that all Deputies on leave to attend the Session should rejoin the Army immediately.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRUSILOFF'S NEW PUSH. AN IMPORTANT STAGE.

PETROGRAD, October 3rd.

There is reason to anticipate that General Brusiloff's new push will extend north and south of the Lemberg region, embracing the battlefields of Kovel and Vladimir Volynsk and a wide extent of Galicia.

The *Entente's* military experts here regard the success from the south of Brzezany to Rogatyn as an important stage towards separating the Lemberg and Halicz armies, and they dwell on the similarity of the Russian and the Anglo-French tactics.

5,000 PRISONERS IN THREE DAYS.

LONDON, October 3rd.

A Russian *communiqué* states:—We drove back dense German columns who attacked east of Novo Alexandrovsk. The battles continue north of Halicz, where the enemy is stubbornly resisting. Here we have taken five thousand prisoners in three days, including six hundred Germans.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

BRITISH BAYONET CHARGE. ENEMY COMPLETELY ROUTED.

SALONIKA, October 3rd.

A British official despatch states:—Three battalions of Bulgarians made a counter-attack on our new positions on the east bank of the Struma. The attack was broken by our fire. Then a British battalion charged with the bayonet and completely routed the enemy, taking 40 prisoners.

Our aeroplanes bombed troops in transport at Prosenik and the railway from there to Sere.

SERBIANS CARRY TRENCHES.

SALONIKA, October 3rd.

A French official despatch states:—The Serbians have carried the first enemy trenches on the heights of Starkougrab, north-east of Kajmakalan, and captured another Bulgarian battery.

Bad weather continues.

ROUMANIAN ATTACK.

LONDON, October 3rd.

A Rumanian *communiqué* states:—We are violently attacking on the whole front in Dobrudja. The enemy is stubbornly resisting.

THE ROUMANIAN FEAT ON THE DANUBE.

PARIS, October 4th.

It is stated that the Roumanians, under General Zetten, crossed the Danube under cover of masked artillery, thirty miles south of Bukharest, and penetrated Bulgarian territory, annihilating or routing the Bulgarian outposts.

The operation is of great tactical importance and its strategic consequences may be considerable. The plans were made in agreement with the Allies, whose aviators established communication with General Sarraill and General Zetten.

ITALIAN SUCCESSES.

LONDON, October 4th.

An Italian force occupied Argyro-Kastro.

Another Italian force landed at Santi Quaranta, and occupied Delvino.

The Greek troops in both instances withdrew.

[THROUGH REUTER'S AGENCY.]

GREEK CABINET.

REPORTED RESIGNATION.

LONDON, October 4th.

Telegrams from Athens state that the Cabinet, with the exception of the Premier and Foreign Minister, has resigned.

It is expected that M. Kilogropoulos will reconstruct the Ministry.

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE GERMAN CROWN PRINCE AGAIN.

MORE CROCODILE TEARS.

LONDON, October 4th.

The German Crown Prince, obviously with the object of furthering mediation, has been making a statement to an American correspondent.

He wept crocodile tears, deploring the terrible loss of life, and said the German Generals deplored the necessity for using liquid fire and other instruments.

He hinted that American treasure should be invested in sowing the seeds of peace.

GIFTS OF AEROPLANES.

FROM SHANGHAI, HANKOW AND BRITISH MALAYA.

LONDON, October 4th.

A total of 78 aeroplanes has now been presented to the Imperial Airforce. Flotilla, the contributors including residents of Shanghai and Hankow. Twenty-nine aeroplanes have been presented to the Royal Flying Corps by British Malaya.

REBELLION IN FLORES.

REBELS ATTACK DUTCH TROOPS.

LONDON, October 4th.

The Dutch Resident at Timor telegraphs that in an attack by rebels on Dutch troops in the Island of Flores, a Dutch lieutenant was killed and six soldiers were wounded. Five rebels were killed.

The natives of Achin are also giving trouble.

NEUTRALS AND SUBMARINES.

URGENT REQUEST BY THE ALLIES.

LONDON, October 3rd.

It is officially announced that the Allies have urged neutrals to prevent belligerents' submarines, however utilised, from using neutral waters, and to detain any entering a neutral port.

AUSTRALIAN REFERENDUM.

DIVIDED OPINION.

LONDON, October 3rd.

Reuter's Correspondent at Sydney says that the State Ministries, except those of Queensland, are supporting the Referendum. The Labour organisations in Queensland, New South Wales and Victoria are strenuously opposing. It is expected that the voting in New South Wales will be decisive.

BRITAIN'S RISING REVENUE.

ENORMOUS INCREASE OF INCOME-TAX.

LONDON, October 3rd.

The revenue for the year is £310,336,000, as compared with £213,595,500 for last year.

ENEMIES' LACK OF MEN.

USING DUMMY SOLDIERS.

AMSTERDAM, October 3rd.

The Germans have reduced the number of sentinels guarding the Dutch frontier from one in every hundred metres to one in every thousand metres, and also, with a view to frightening away would-be smugglers and deserters, the enemy is using dummy soldiers which are arranged fifty metres apart on one portion of the frontier. They disappear at daybreak. On one section of the frontier there is one cavalryman only. These steps are believed to indicate a great lack of men.

According to statistics compiled by the Ministry of Education the total number of High, Middle and Primary schools at present in China is 35,884 and 892,571 students, excluding military and naval schools and students.

CHINESE TELEGRAMS.

[BY COURTESY OF THE "CHEUNG NGOI SAN PO."]

CHANGES IN THE MINISTRY.

SHANGHAI, October 4th.

Mr. Tang Shao-yi, Minister for Foreign Affairs, who tendered his resignation, will return to Shanghai. Mr. Lok Ching Cheong, who was Minister of Foreign Affairs under Yuan Shih Kai's régime, has been nominated to succeed him in office. The House of Representatives, however, recorded one hundred and eighty-nine in his favour and one hundred and ninety-eight against him.

The Minister of Agriculture and Commerce, Koh Chong San, also has tendered his resignation.

GLIMPSES OF WAR.

THE INVADER'S ALPHABET.

German thoroughness in the preparation of war, as in all else on the material plane, is so widely acknowledged even among those who attribute small blame to her for this war that my little witness to it will not add anything. But it may provide interesting reading for an idle moment. And first let me ask you to pronounce phonetically the following words:—

"Ondress juh."

"Köt juh laining."

This portion of the stock-in-trade of the Simplified Spelling Society is not what it seems; nor is it the harmless foolery that it sounds. It is an extract from the orders given by an imaginary German officer in one of the English Home Counties to his equally imaginary captive charged with spying on behalf of the British Commander now engaged in defending invaded England. And it is taken from a little volume entitled *Sprachführer für den westlichen Kriegsschauplatz*, or "A Book for the Western Theatre of War." It will not escape the notice of the observant that this Western Theatre includes England, and that, as will be seen in the following paragraphs, a good deal of frightfulness had been prepared for us. Indeed, the watchword stamped upon the book refers solely to that sublime German prayer, which runs:—*Zum Geleit: Gott Strafe England*.

Three extracts from this precious little volume will suffice. On the first landing in Lincoln or Essex the apt pupil takes out his book and thus addresses a yokel on the road:—

"Du juh spink dachörmen?"

The yokel will probably stare at his questioner, who then proceeds:—

"Ahr juh ant off sis neberhud?"

"Is see willedsch okupaid bai soldjers?" "Okupaid" is good, as *Poon* on us would say, and has a reminiscent Lewis Carroll air.

"Juh ahr i spai. Iff juh trai ta rän awch juh ull bih schott. Köm niher. Tekh ze lihd."

Even a person of great mental agility, the Prime Minister or Mr. Bernard Shaw, might well hesitate when told to "tekh ze lihd." Which lid? he would ask. And the reply would probably be the German equivalent of a fortnight's C.B. But the supposed "spai" has yet more troubles ahead.

"Kibp sailenz."

"Juh häw ta answer ohnli tuh mah?" "Answers. Wott isz juh nehm? Wott ahr juh duink sahr? Häw juh äni letters or äni peppers wiss juh? Tekh off juh buhts. Ondress juh. Köt juh laining. Empti juh pockets."

We leave the bewildered "spai" and come to the chairman of some Urban District Council under cross-examination by a German Staff officer. The opening is encouraging:—"Juh ahr pörsönalli rassponzibel. Iff ahr orders ahr not obaid juh will be arrested asz a hosteldsch."

Ahr juh sahr möhr off sis toun? Han mahi "nähbten" has it? Isz sahr i hösptel? Ahr sahr äni bärukst? Han mahi hänschen ahr hier? Seho mih se schenst's schopp? Ahr sahr äni kövedsches (splendid werd!) disishes at present?

"U! ahr toun priphar kwotors for dör hier" is as good a specimen of the enchanting jargon as any, but even when pronounced with meticulous kähr by an elocutionist it would be a puzzle. When it is rapped out, ransomously by a Boche with a not improbable dry throat and angry tongue, tableau!

We come next to the farmer in the market place:—

"U! ahr fohr rekwijsichen in szin alledsch okupaid. Rait daun wott u uon. Twenti okupaid; fohr hödded pik; fah höddeds kworts off milk; söks höddeds pounds off flour; szewen höddeds schilled harrings; eht höddeds pounds of heken"; and, crown of all, "nain höndre szozid-sches." Don't they sound luscious? You can almost hear Nelson Keys in "The Passing Show," once more:—

"U! ahr tu littel szozid-sches" etc.

But this is a serious business. "Hucv'er haids äni wiktjals ull bih ärrästet. Sze taun will häw tuh pek a fain off fahf höddeds pounds off storling. Oul ewer röddel gäts a reschit for ohl hi söp-laid."

Other injunct ones are:—"Schiew mih." "Njubohli mah buhts." "Duh juh no uahr se wetermarian liwz?" But they are human after all; for "Ai häw a pähn."—R.N.V.

SHALL WE TREAT WITH THE KAISER?

EFFECT OF REFUSAL ON GERMAN PEOPLE.

[BY FRANCIS GRIBBLE.]

When the Kaiser comes to us, asking or proposing, terms of peace, shall we reply that we decline to parley with a Hohenzollern?

The question will soon be urgent, and is already being discussed. No one can share the sentiments of those who are encouraged to hold a brief for the Hohenzollerns, but some cautious critics seem to fear that our refusal to negotiate with them would make Germany solid in their support and consequently more difficult to conquer. I am convinced, in the first place, that it would be nothing of the kind, and, in the second place, that it would not matter if it did.

What we have to guard against in any attempt to read the German mind is the unconsidered assumption that those Germans who are forbidden to speak share the sentiments of those who are encouraged to shout from the housetops. The men who do the shouting in Germany are the Junkers and the National Liberals and these, no doubt, will stick to the Kaiser to the last. He and they are in the same boat, and must sink or swim together.

But there are others—the Social Democrats, for instance. It seems to be suggested that even they have, at the bottom of their hearts, a hankering regard for the Hohenzollerns, and would regard an affront to their royal house as an affront to themselves. That is what I cannot bring myself to believe.

SOCIALISTS UNDER LOCK AND KEY.

The German Social Democrats are not a few stray cranks; they are, broadly speaking, the German masses. Though the Kaiser flattered them on the day of the declaration of war, his previous attitude towards them had been unfriendly—he had openly spoken of them as "enemies of God and the Fatherland"; and his treatment of those of them who did not desert their principles when the war broke out has been oppressive. Those who were liable to military service have been placed in the forefront of the battle, and a good many of those who were not have been put under lock and key. Thousands of Social Democrats are at present in prison in Germany for political offences; and a special internment camp was opened, the other day, for the accommodation of the obstinate journalists of the party.

Is it credible that these men, whom the Kaiser has dragged into a war which they did not want, will suddenly learn to love him when they discover that he has conducted that war in such a manner that the Allies refuse to treat with him as a soldier, but insist upon punishing him as a criminal? Are they not far more likely to take the line that this treatment serves him right?

BAD FAITH OF THE HOHENZOLLERNS.

I think so; and I also feel pretty sure that we in England, are apt to attribute to the German people a superstition, a reverence for the Hohenzollerns which they do not really entertain. Their sentiments may be inferred, not only from their private conversations, but also from their Reichstag speeches; and the principal points deducible from those speeches are these:—

1. That the Hohenzollerns—at all events since the death of Frederick the Great—have not led their people, but allowed themselves to be driven by the Junkers.

2. That it is a common saying, in democratic circles in Germany, that a Hohenzollern never keeps his word.

Both these propositions have been both in Reichstag debates. The record of King Alfred the Great has been brought up and pilloried. Frederick William III. has been pointed out, promised his people a constitution as a reward for their stalwart resistance of Napoleon, but afterwards refused to fulfil his promise. Frederick William IV. granted a constitution under pressure, but withdrew it as allegiance to Frederick William IV's constitution, but afterwards overthrew it with the nickname of *Grape-shot Bill*. William II. has promised, again and again, to extend the Landtag suffrage, and has as often found excuses for not doing so.

It is a pretty record of broken pledges, and it is a just Nemesis that the pledges of a House with such a record should be treated as worthless. The German masses know that that is clearly as we do, to receive constitutional liberty as a gift from the Allies, that they are far more likely to look that gift through their fingers.

Their forefathers rallied round Frederick William III., and he deceived them. "Once bit, twice shy." They will not rally round William II., except under compulsion. Their feeling towards our refusal to treat with him will be that it serves him right—that the House of Hohenzollern has only got what it was asking for.

Apart from that, of course, a proposal that we should parley with the Hohenzollerns is absolutely incompatible with the proposal that we should hold them to account for their misdeeds in violating treaties and the laws of war, and at least three members of the House of Hohenzollern are "wanted" in the sense in which the police use the word.

The Kaiser himself is wanted for the murder of Captain Fryatt, which he certainly authorised, if he did not actually order it. The Crown Prince is wanted for stealing pictures from a chateau in France. Prince Eitel Fritz is wanted for stealing women's underclothing, with the Duke of Brunswick for accomplice, from a country house in Belgium. Each one of the three has to stand in the dock when the war is over, and receive the punishment which the law prescribes. We can no more negotiate with them on the subject than the police could have negotiated with Charles Peace or Dr. Crippen. Even if the refusal to treat does prolong the hostilities, that risk must be taken. The longer the hostilities last the more complete the pulp to which Germany will be hammered, and the greater the certainty that there will be no fresh incursion of the barbarians disturbing the peace of the world. *Evening Standard*.

SAVED BY SEA POWER.

In looking back over the second year of war, those who examine its movements closely will discern one determining factor common to them all. This is the factor of sea-power, says the naval correspondent of the *Evening Standard*.

It is not only that because of our command of the seas we are in a much better position to-day than we were twelve months ago; had we not been supreme afloat, we should have been out of the war altogether, broken and defeated. Once more in our history we have put our trust in Providence and a good admiral, and it has not been betrayed. It is a mistake, however, to suppose that the benefits of our naval supremacy are only of what may be called a negative character, preventing us from invasion, from starvation, and other evils. The gains are well shown very many positive gains as well. Owing to the mastery which the Allies continue to maintain at sea, their position on land everywhere shows a distinct and growing improvement. As the consummation of our purpose and sacrifice draws nearer, it is well to remember that the chief thing which makes it possible is the strength and efficiency of the fleet. Evidence of this is to be found in a comparison of the military situation at the present moment with that at the beginning of August, 1918. There was a condition of stalemate on the western front, where, as Mr. Lloyd George recently told us, the British troops were condemned to an enforced inactivity because our munitions were not equal to a sustained attack.

Now, however, he said, "we are turning out nearly twice as much ammunition in a single week—and, what is more, nearly three times as much heavy shell—as we fired in the great offensive in September, although the ammunition we expended in that battle was the result of many weary weeks of accumulation." In the east, the Germans were smashing their way forward in Poland, the Russian armies being obliged to face a hailstorm of iron with flesh and blood. Now our Allies, like our own troops in France, have grasped the initiative themselves, and have astonished the world by a succession of bold strokes, in which they have not only won back many miles of territory but made enormous hauls of prisoners in the process. Even the prolonged offensive of the Germans at Verdun seems to have at last spent itself. On every hand the offensive is now on the defensive. It is by means of our sea power that this marvellous transformation has been effected. Under the protection of the fleet the resources of practically the whole world have been drawn upon for the development of that military power which must give our enemies the knock-out blow. Furthermore, not only has the command of the ocean routes by the Allies given them the time and the means to rehabilitate their old armies and create entirely new ones. By the strangulation of Germany overseas enterprise, it has denied what is power to our enemies. It is only half the truth to say that we have been getting stronger every day in the required direction: Germany has been getting weaker, and the noiseless pressure exerted by the seamen grips like a vice upon both her means of military expansion and her economic condition.

The outcome of the Allied control of the sea communications drove Germany to the desperate course of submarine warfare against merchantmen, but in spite of the ruthless manner in which this has been waged during the past year, without any regard whatever to the laws of nations or of humanity, it has miserably failed. That our control was sure and real was further shown in the great battle on May 31st off Jutland. The whole modern fleet of Germany there came out to attempt "an enterprise directed northward," but this enterprise, whatever its character, was completely frustrated, and the Grand Fleet reasserted its dominance upon the sea. A year ago the campaigns in Gallipoli and on the Tigris were being prosecuted with vigour. In the one case the nation was told that a great victory was within grasp, and in the other a great victory was being won. In the one case the nation was told that a great victory was within grasp, and in the other a great victory was being won. In the one case the nation was told that a great victory was within grasp, and in the other a great victory was being won.

In two other directions sea power has been seen in very successful working—in the Baltic and Black Sea. The Russian Navy, in augmented strength, has prevented the Germans using their undoubted superiority, and has, with the aid of the Russo-British submarines, successfully defended the flank of the army in the Riga district. The submarine force has also set up a blockade of German shipping which the enemy's fleet, weakened in respect of its lighter craft by the sacrifice of cruisers in the commerce raids and the loss of both cruisers and destroyers in the North Sea conflicts, has been powerless to break.

Similarly, the Russians have occupied a position of ascendancy in the Black Sea, in spite of spasmodic appearances of the *Göeben* and *Breslau*. Our Allies were able to land troops westward of Trebizond to turn the enemy's flank, and contributed materially to the fall of that place. Here, too, the enemy was robbed of the reinforcements and supplies essential to his continuance of the campaign against the army of the Grand Duke Nicholas.

If one turns to the operations against Germany overseas, the same fundamental influence of the sea is apparent. From the Cameroons to the Pacific, and on the lakes of Africa—in fact, wherever there has been fighting, the seamen have had some share.

In a word, the fleet has fulfilled during the past year all the expectations entertained in regard to it. It is still the only fighting force of the Allies which has completely achieved the purpose for which it was created. The sea, however, is jealous, and should the nation ever forget how much we owe to its influence, it will exact a heavy penalty.

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WITH THE GERMANS IN SWITZERLAND

SWISS KINDNESS.

[BY LORD NORTHCLIFFE.]

German Switzerland, though by no means hostile towards individual Britons or, indeed, towards the Empire, is completely German. In Zürich the English traveller finds himself cheek by jowl with our chief enemy, for the *Deutschschweizer* population of Zürich is large. These "Imperial Germans" are not, as a rule, offensive, and are considerably more civil to the English than they were before the war. The attitude of the German-Swiss was, naturally, anti-ally at first, it is becoming less and less hostile, and, in some ways, positively appreciative. These same good people of Zürich, who strike the British visitor as being so German, besieged the railway station to welcome the passing British prisoners on their way to hospitable internment. At some places barriers were erected to keep back the crowds who assembled in thousands merely to see the trains pass in the middle of the night and to cheer the newcomers. At Zürich the police were powerless, and the enthusiasm for the wounded British was delicious. These manifestations of Swiss good-heartedness have quite obliterated from the minds of British residents the memory of the rough handling to which they were subjected at the beginning of the war. Even those who, like *The Times* correspondent, were arrested and kept in custody for various periods, warmly recognize the friendliness of the Swiss people.

THE HIDE-OF VERDUN.

The German-Swiss, I think, are puzzled about the war, and especially about Verdun. On the bookstalls you find side by side with more modest collections of *The Times* and of the Continental Edition of the *Daily Mail*, great piles of the *Frankfurter Zeitung*, the *Vossische Zeitung*, the *Revue Presse*, and of all the chief German and Austrian newspapers. These same German and Austrian journals and their German-Swiss contemporaries gave great prominence to the Kaiser's famous February dispatch, in which he stated that his brave Brandenburgers had stormed the "fortress of Douaumont," and suggested that Douaumont was a real fortress commanding the ruined little city on the Meuse. As *The Times* from Verdun early in March, Douaumont is a fort only in name. Six months have now elapsed, and the German-Swiss see that all the military might of their kinsmen has been without avail. The French-Swiss newspapers, in good Fleet-street style, are "rubbing it in." They reprint the February headlines of the German newspapers and passages from an eminent German military critic who wrote: "Verdun is at its last gasp. Even as I write our brave troops are probably quartered in its houses." The only reply from Germany is the monstrous and outward suggestion that the reduction of Verdun is taking its normal course. It should be borne in mind that the business connections and family ties between Germany and German Switzerland are nearly as close as those between England and Scotland. Yet some of the German-Swiss newspapers are fair and give both sides a hearing. This is the more remarkable, since German propaganda by newspaper, cinematograph, advertisement, private letter, business threat and bribe never ceases. Through her hosts of secret agents Germany hears when this or that citizen of German Switzerland has expressed unorthodox views. Within a few hours the culprit receives a private letter carefully "contraverting" his opinions.

GERMAN INFLUENCES.

German methods of working upon neutrals have often been analysed, but I think the most effective of them are still news-twisting and rapidity of publication. In the train between Zürich and Bern one bull-necked Hun of the commercial traveller type read, too loudly to be polite, a German report of the most recent North Sea "scrap," not a word about which had arrived from London. As before, the idea of our losses was allowed to remain in the German, Austrian, and neutral mind long enough to become embedded there. Comparison with our belated Admiralty report next day showed that the German *communiqué* was an artful piece of lying, but the lie had a long start, as in the Jutland battle matter.

Another object of the German propaganda is to give the impression that affairs in Germany are going on as usual. Throughout Switzerland the great German steamship advertisements appear as though the Atlantic were still open. The Hamburg-America offices in the various towns look as if nothing had changed; the Balkan-Zug (Balkan Express) has flaring advertisements and time-tables posted up on the walls of stations showing its route "Berlin-Budapest-Sofia-Konstantinople." I saw one of them purposely placed beside a modest announcement of the Great Western Railway "the route for England's most historic sites and Cathedral Cities."

FRENCH COUNTER-EFFORTS.

There are some faint efforts at British propaganda. They might be greatly improved upon and intensified. Our "man in the street" may ask why we should trouble at all about German Switzerland or Switzerland in general, but Downing-street, I imagine, has reason to know otherwise. Nor would Germany be putting in propaganda seven days a week unless she had certain objects in view. In French Switzerland our French Allies are rendering us great services. They have organized at Geneva a series of lectures upon "The Effort of the Allies." The German writers and statesmen, including British, Serbian, French, Italian, and Belgian, have been invited. With true French insight, our friends saw that if France bore generous witness to what her Allies have done and are doing, her assurance would carry greater weight than any assurance which individual Allies could give on their own behalf. The result has been a series of manifestations of which the effect is not confined to French Switzerland.

French Switzerland is more fervently and more vociferously pro-ally than are some of the Allied countries themselves. German Switzerland is sentimentally pro-German, but, as I have said, is striving to be fair. But Switzerland, as a whole, is pro-Swiss "first, last, and all the time," as the Americans say. Of Italian Switzerland I saw little, but I gathered that notwithstanding some misapprehensions there is a general feeling of relief at the knowledge that the completion of the defences on the Italian side of the frontier has diminished any temptation which Germany may have felt to violate Swiss neutrality in that direction. Switzerland is naturally afraid of Germany and knows her well enough to understand that no sentimental consideration would protect Swiss neutrality, did a definite military advantage seem obtainable. Every step taken by France or Italy to deprive the Germans in advance of such an advantage, therefore enhances the security of the Swiss.

An fond des choses, I believe it is the championship of the cause of little nations by England in the past and by the Allies in the present that has most affected the attitude of Switzerland. The war has chastened her and has caused her to realize her comparative helplessness. "You are becoming absolutely Germanized," I said to a young bank manager who was changing some money for me. "Not at all," he replied. "We admire Germany, but her rule would be too rigid for us free Republicans. We are grateful for her protection of small nations, but we fear Russia. We have not forgotten Russia's visit of a hundred years ago."

THE MAN FROM FRANKFURT.

His was a very different tone from that of a German, straight from Frankfurt, with the *Frankfurter Zeitung* in his hand, a member of the race which has made Frankfurt famous. He was an elderly man, and opened the conversation in fairly respectable English by asking if I came from England. He proceeded to show me that he knew nothing whatever about the war.

I should have expected this attitude from an ordinary German, but here was a Jew, a member of one of the most intelligent races of the world, a race that has been given quick powers of insight, inference, and deduction. Yet he was convinced that Germany had been basely attacked, that the English Navy was paralyzed, that London was almost in ruins, that England was on her last legs, and that the end of a social revolution, that Hindenburg was cunningly drawing Brusiloff and the Russians on to their doom.

Nor was the man without knowledge of England. He had been there twice—in London once and once in the Isle of Wight. He was especially loud in his lamentations over our futile attempt "to starve the women and children in Germany," but had nothing to say when I pointed out how Bismarck had treated Paris in 1870. He was also particularly angry that the Swiss should be making fives for our shells, and said that the Swiss were as bad as the Americans. I explained that neutral countries had often done this kind of thing and that the Swiss, by the way, were making aluminium for the German Zeppelins, in whose future potentialities the old gentleman had infinite belief. He was especially eloquent over the condition of German finance and the relatively good position of the mark in Switzerland. I asked him if he ever read the English *communiqué*, which, by the way, seem to be very fully given in the German Press. He replied that he did, but they were all lies. Verdun, of course, was going all right. Germany, he admitted, was suffering from lack of several kinds of food and raw material. He confessed that he was glad of the opportunity of getting a few days in such a land of plenty as that in which he was travelling. He thought the war would last at least till Christmas, at which time France would have collapsed and England would be asking to be allowed to "go home" to use his own words. Germany would not be ungenerous. "I am not an annexationist," he added. "It will be enough if we retain Antwerp and some control over the manufacturing districts of France and Belgium, with freedom of the seas, and big compensation for ill-treatment of the German colonies, plus means to complete the direct route from Antwerp, Berlin, Constantinople, and Baghdad, with a port at the end of the line."

THE NEUTRAL ATMOSPHERE.

The Swiss are better informed than this. They know more of the true position and hear constantly of the cross-currents in Germany. Swiss workmen have recently returned from Germany in considerable numbers. They prefer the lower wages and the full meals of Helvetia to the high pay and low diet of Prussia. They have heard of the peace feelers constantly thrown out, not only by the German Imperial Government, but by some of the Governments of the Federal States. But they have not, and cannot have, a clear idea of the determination that animates all the Allies, and their very neutrality clouds their perception of the full meaning of the war. *Times*.

BOOTS FOR SIX ARMIES.

In a recent issue of the *Shoe and Leather News*, a special number containing an illustrated directory of the shoe and leather trade in Northampton, which is the first of a series covering the whole of the trade throughout the British Isles, some interesting particulars are given of the work done by British manufacturers in shoeing the armies of the Allies. It is computed that since the beginning of the war the boots branch of the Royal Army Clothing Department has given orders for about 25,000,000 pairs of boots, including British, Serbian, French, Italian, and Belgian boots, and that of the total demand Northampton alone has supplied one-fourth, or over 100,000 pairs a week. The following figures are given: British boots, 600,000 pairs; Italian, 450,000; French, 2,000,000; Russian, ankle boots, 3,000,000; Russian "Cossack" boots, (now being made), 3,000,000.

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49-5

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FRUITS OF THE SOMME
BATTLE.TWO MONTHS' FIGHTING
REVIEWED.

OUR SPLENDID INFANTRY.

[BY "THE TIMES" SPECIAL CORRESPONDENT.]

British Headquarters, Aug. 30th.

The Battle of the Somme has now been in progress for two months. The first great infantry attack was delivered on July 1st, but for some days before that the fierce artillery bombardment had been in progress, and this was a real, if preparatory, part of the battle itself. The operations to date may be divided into three fairly clearly marked phases.

In the attack of July 1st we shattered the main German front line, protected by all the elaborate defensive works which the enemy in a year and a half of hard work had been able to put into it, from above La Boisselle on the left to near Carnoy, east of Mametz, on the right, where the French carried on the victory. The villages of La Boisselle, Fricourt, Mametz, and Montauban fell into our hands, with all the intervening ground, which was one vast network of trenches and fortifications.

The front which we broke through was something more than 10,000 yards. For the whole distance the German line ran along a valley—the valley of the Ancre and of one of its small tributaries—and behind that line the ground sloped slowly, with many undulations, upwards to the north and north-east to a fairly well-defined ridge and plateau some 6,000 yards on the average beyond. Our first attack gave us all the flat land of the valley and carried us up the beginning of the slope, the depth of the gain being on the average about 2,000 yards. The impetus of that attack was continued in local fighting, and very desperate fighting, all along the front, in which in the course of the following 12 days we forced our way over successive lines of very strongly held positions and added to our former gains ground of, roughly, an average of about 1,000 yards in depth.

In the course of these 12 days we took the village of Contalmaison, the whole of Mametz, and Bernafay Woods (the latter on the right of our front), and the village of Ovillers-la-Boisselle, on the extreme left, where, however, the enemy still clung to one strong, fortified position. This brought us to a front within a distance of the main German second line, which was only less formidable than the first.

BREAKING THE SECOND LINE.

Giving the enemy no time to rest, with hardly 24 hours in many of our newly won positions, we made our second great attack on July 14th and shattered the second line on a front of about 5,000 yards as completely as we had done the first a fortnight earlier. This attack gave us immediately the village of Bazentin-le-Grand and Bazentin-le-Petit, with the woods which bear their respective names, as well as the greater part of the village of Longueval and the lower edge of Delville Wood. In the centre of the attack our patrols reached High Wood, on the very furthest summit of the ridge, but no attempt was made at that stage to hold it. On the right we cleared and captured Trones Wood.

Another period of fierce local fighting followed, in which we were making good our success and establishing ourselves on a line above the two Bazentins to the top of Longueval and thence down to the eastern edge of Trones Wood. A subsidiary and very successful attack on July 18th on the left of the main attack of two days before gave us another 1,300 yards or so of the German second line, and brought us to a point due east of the village of Pozières. On the extreme left we completed the reduction of Ovillers-la-Boisselle, and then, by a series of direct drives, made ourselves masters of Pozières, an operation which was completed by July 28th.

The line on which we now found ourselves was in general close to, but still below, the crest of the ridge at nearly all points. Almost along its whole extent, except at the right, the summit of the ridge was open ground, while the next series of villages lay well down on the "farther side." Nor was there along the line any such formidable line of defence as had been furnished by the first and second main enemy lines.

WORKING UP TO THE RIDGE.

The third phase of the battle, then, which has occupied over a month, has seen us steadily eating our way up the final slope and over the bare, shell-swept summit of the ridge. If less spectacular than the other periods, it has certainly not been less successful, and, perhaps, has been the most creditable to our arms. It has seen no grand attack on the whole front, though a series of disconnected pushes on August 18th covered practically all of the front and made gains equivalent to any which could have been yielded by such an attack.

Conspicuous, also, has been the succession of stunning blows, each with its hurricane bombardment of unexampled intensity, during the 10 days which have carried us from a little above Ovillers to some 700 yards below Thiepval. Very fierce fighting in the Delville Wood region culminated in the triumphant action which cleared the wood and pushed our line well out to the north of it on August 24th. Equally brilliant has been the hard, ceaseless hammering by which we have forced our way from Pozières to Monquet Farm and over the high ground at and beyond the point known as the Windmill on the Bapaume road.

The essential feature of this month of tense and almost body-to-body struggle, however, has been the fact that we have not failed on. I believe, any single day to make some ground. Nowhere have we been thrown back. We have not in every case made all the ground which in an

(Continued at foot of next Column.)

WAR GRANTS TO AGED.
INCREASE IN PENSIONS IN CASES
OF DISTRESS.

The following official announcement, entitled "Special War Allowances to Neccessitous Old Age Pensioners," was made last month:

"In order to assist cases of distress among old-age pensioners, the Government has decided to make a grant to meet the cost of allowances, up to a maximum of an additional 2s. 6d. a week, to those suffering special hardship from the high prices of food and other economic conditions arising from the war.

"It is proposed to use the old-age pension machinery. A further announcement will be made as soon as possible as to the exact method by which the grants will be awarded."

"This announcement is the outcome of the consideration which, in the House of Commons on August 21st, Mr. Asquith said the Government were giving to cases of hardship among old-age pensioners, which called for relief. He stated that attention would be paid to suggestions made by Mr. Wing (Durham, Houghton-le-Spring), who asked whether, in consequence of certain concessions to old-age pensioners, the Government would consider the means of immediately assisting those who were sick, feeble, and helpless to whom the concessions brought no help.

Replying a month earlier to a deputation from the Parliamentary Committee of the Trade Union Congress, Mr. Asquith stated that an increase of 2s. 6d. on the old-age pensions of 2s. a week would cost over £5,000,000 a year, and that once given it would not easily be withdrawn. The labour demand for an increase of old-age pensions by at least 50 per cent. to meet the higher cost of living has been made on several occasions since the beginning of this year, and was first raised by the Executive of the Miners' Federation in January.

In a letter on the subject published in *The Times* of August 21st, Mr. H. Kingsley Wood stated that during the first 18 months of war, 1,742 pensions forfeited their pensions because they were obliged to seek Poor Law relief, an increase of 10 per cent. on the pre-war average.

Individual action it had been hoped to make, and sometimes a part of an advance has been held up, rendering it for the time impossible for another part of the line to retain the fruit of what it had won. But not only have the Germans nowhere thrown us back they have been nowhere able to prevent us from coming on. The intensity of the fighting has been shown by the number of prisoners whom we have taken. Few days have passed without the capture of a respectable number. On one day they amounted to nearly 1,000. On several other days we have taken from 400 to 500.

DECAY IN GERMAN MORAL.

This fact is significant. I have warned readers before against building on it too large assumptions as to the general demoralization of the German Army. What is certain, however, is that the moral of the troops immediately opposed to us has become badly shaken. The pitilessness of our artillery has much to do with this, and the enemy's unseen casualties from gunfire must have been extremely heavy. Undoubtedly, also, the German soldiers' nerves have been shaken by the obvious domination of our airmen in the air. Letters and diaries found on prisoners have borne emphatic testimony to the discouragement which they have experienced from seeing our aeroplanes always overhead and never, or rarely, one of their own. But more than these things has been the splendid behaviour of our infantry.

There are certain kinds of wild and dangerous animals which rarely or never charge home. Every big-game hunter knows that, with however much ferocity they start, if he can only stand his ground the odds are fifty to one that their heart will fail them in the last few yards and they will swerve before they arrive. There are others, seemingly less formidable, which never swerve, but get home to the bitter last, always. It is that knowledge which puts the shooter's nerve to the supreme test, the certainty that if he misses the enemy will get him.

The German knows now that the British soldier never swerves. If he is not stopped he gets home unvaryingly. It may well be that before this battle the Germans may still have cherished some illusions about the quality of the British soldier, for they had been told often enough that the new Armies would not be like the old. They can have no illusions now. The enemy must kill the British soldier as he comes or he must face his bayonet. And the German does not love the bayonet.

The enemy has been throwing in and taking out his troops with extraordinary rapidity, so that there is hardly a division in the German Army now which does not know something of what our attack means. The knowledge may very well have shaken them. Pounded and battered as they have been day after day, no matter what they did, our men still coming on and coming again, trench by trench, and yard by yard, but never stopping—it may well be that the Germans have not the heart to fight as they fought two months ago.

VIEW FROM THE RIDGE.

And we have won the ridge. We know from many captured Orders of the Day and other documents how much importance the enemy attached to the ground which we have conquered. He has proclaimed that on the holding of it, the "very existence of the Empire" was at stake. He has put forth his utmost strength to hold it—all the might of all his great military machine. And he has failed.

It is two months' work of which the Army has every right to be proud, and of which the Empire will be proud as long as history lives. And I repeat, never was the Army more ready and more fit to fight than it is to-day.

REPRISALS ON WAR
PRISONERS.

GENEVA RED CROSS PROTEST.

BRITISH REPLY.

The Foreign Office issues the following statement:

The International Red Cross Committee has addressed to belligerent and neutral countries the following communication on the subject of reprisals on prisoners of war:

GENEVA, July 12th.

We recognize that in general the belligerents have done what they could to make the lives of the prisoners bearable and to avoid adding physical hardships to their unhappy lot. The tours of inspection by our delegates have revealed great improvements both in the organization of the camps and in the treatment of the prisoners. But we have recently observed that a principle has been asserted, the application of which tends to become daily more vigorous, the principle of reprisals on prisoners of war.

Should a belligerent State have reason to believe that its soldiers in the hands of the enemy are not treated as they should be, or that one of them has received unmerited punishment, it does not attempt to appeal to its adversary's feelings of generosity; nor does it address itself to the neutral Powers with the request that they will impress on the enemy concerned the considerations of humanity and justice. It has immediate recourse to the law of retaliation and acts in excess of its grievances. It hopes that the severity of the reprisals will compel the adversary to yield; and if the adversary on the contrary proceeds to further steps they are countered by still more rigorous measures.

And then occurs what we see to-day, the development of the practice of reprisals into a barbarous competition, of which the motive is vengeance and of which the incidence is borne by those who are both innocent and powerless until their cry of suffering touches their Government and compels them to renounce the measures taken against the prisoners in their hands. These reprisals are all the more unjust and cruel in that they are often provoked by inaccurate information.

The International Red Cross Committee cannot remain indifferent before that spectacle, before the repudiation of the principle on which the Red Cross is founded. War is in itself a scourge enough, without increasing by inhuman practices and by useless severity the evils it brings in its train. Again, after the termination of hostilities, if the nations hope to attain a lasting peace, will not reconciliation be much more difficult after hatred has been fomented not so much by open and straight-forward warfare as by the suffering inflicted in cold blood on unhappy defenceless prisoners?

We, therefore, true to the duty which the status of the International Committee imposes on us, implore the belligerents to abandon the practice of reprisals on prisoners of war and to renounce the principle which inspires it. Do not endeavour, we say, to exercise pressure on your enemies by the chastisement you inflict on those of their people who are at your mercy. Is not that a reversion to methods of barbarism, unworthy of nations which have given to the Red Cross the position it occupies in their armies?

You are greatly concerned for the wounded, on whom you lavish cares no matter under what flag they have fought. In that respect all testimony is unanimous. Why, then, should prisoners be treated in an entirely different manner? You complain that your people suffer unjustly in their captivity; why, then, not appeal to your opponent's sense of justice? Why not offer, should he respond to your appeal, to accord to his people a like favour? And, if you have difficulty in approaching him, why not send him that message through a neutral? Those are the ideals which should, as it seems to us, in the place of the present practice of reprisals, stimulate your rivalry; the rivalry of justice and of humanity, which, leaving behind memories of gratitude, would help to extinguish the fires of hatred, the great obstacle to peace.

Accordingly we do not hesitate to move the belligerents to adopt in the treatment of prisoners of war the methods indicated above. In giving effect on the prisoners' behalf to the motto of the Red Cross, "Inter arma caritas," the nations would render war less cruel and would give a new impetus to civilization.

LIST OF GERMAN OFFICES.

The Secretary of State for Foreign Affairs returned the following reply through his Majesty's Representative at Bern, copies of it being also communicated to the Governments of the Allied and neutral Powers through his Majesty's Representatives:

The International Red Cross Committee has addressed to belligerent and neutral nations a letter, dated July 12th, 1916, in which the Committee pleads the cause of prisoners of war and deprecates the adoption by belligerents of the policy of reprisals.

His Majesty's Government have throughout the period of hostilities disavowed that policy on account of its indiscriminate and unjust operation.

A succession of outrages has, however, been perpetrated by the orders, or with the cognisance and approval, of the German Government, of which the cumulative effect has been to strain the temper and patience of the British people to the breaking point, and to create a situation of the utmost gravity.

It is unnecessary to attempt an exhaustive enumeration of these outrages, but among them may be mentioned the sinking, in contravention of the law of nations and the usages of war, and in defiance of the most elementary principles of humanity, of the vessels *Lusitania* and *Sussex*, whereby hundreds of defenceless civilians, many of them women and children, were sent to their deaths, to the unconcealed satisfaction of the German Press and people; the brutal execution of Nurse Cavell, whose sex and the fact

(Continued at foot of next Column.)

WAR'S EFFECT ON TRADE.
BRITISH IMPORTS HIGHER THAN
IN 1911.

In the Broad of Trade Returns for July the remarkable feature was the fact that, in the concluding month of the second year of the war, the exports of British products exceeded the exports of the July immediately preceding the war by nearly \$2,000,000.

The same gratifying moral is pointed out in the annual statement, issued recently, of the trade of the United Kingdom in 1915 with foreign countries and British possessions. As the war did not seriously affect trading in 1914, and, as the present returns come down only to the end of 1915, the comparison is carried back to 1911; and it is highly satisfactorily to note that, war on such a gigantic scale notwithstanding, British imports were higher in 1915 than in 1911 and 1914.

The following figures of imports speak for themselves and are eloquent testimony to the meaning and efficacy of British seapower:

1911	£280,137,527
1914	... 296,535,113
1915	... 351,893,350

Allowance must, of course, be made for increased values, but even then a growth of over 170 millions, as compared with 1911, and with a world-war raging, is something which Germany would like to show in place of her ruined overseas trade.

Exports in the periods under comparison show a decline, but, shortage of labour and other war factors account for that. The totals of exports to foreign countries and British possessions were as follows:

1911	£256,878,432
1914	... 526,195,523
1915	... 483,930,620

It should be explained that these figures include exports from the United Kingdom to foreign countries and British possessions, as well as of foreign and Colonial merchandise to foreign countries and British possessions.

A LAST AND DESPERATE
ATTEMPT?

The *Statist* devotes an article to the question, "Why does Germany think it worth while to maintain as much as £123,283,000 in gold while the outlook appears to be growing more and more unfavourable to her?" It is incredible (the *Statist* continues) that she expects a victorious enemy to leave for in possession of the gold. Has she, then, some plan to use the gold when she is growing absolutely desperate? Is there some last card to be played which is reserved until actual desperation arises? And if there is, what can it be? We do not doubt that the German Government are capable of making some desperate attempt before they actually throw up the sponge.

AS GOOD AS A HOLIDAY.

The main object of a holiday is to gain renewed energy for another year's work, so that one may return with sound nerves and a clear brain, full of vigour and ready for business again. Unfortunately, that object is not always attained.

It all depends on the state of your blood. If your blood has become impoverished or impure the holiday is probably too brief for you to obtain proper benefit. Everybody should start a holiday in reasonable health, though very few people can claim to be free from the drags of some serious ailment, which has drained the blood of its natural strength. That is why they feel fagged out, brain weary and incapable of much exertion. Do not wait for a holiday, but begin now to build up your blood with a true tonic, and so invigorate and refresh your system. Nothing is more valuable for this purpose than Dr. Williams' Pink Pills. Over and over again they have been proved to be as good as a holiday to jaded men and women. If you cannot take a holiday, the value of Dr. Williams' Pink Pills is even greater, for these blood-making pills make good the waste caused by illness and the wear and tear of life.

Any dealer can supply you with Dr. Williams' Pink Pills for People, they are also obtainable 1 bottle for \$1.50, 6 bottles \$8. post free, from the Dr. Williams' Medicine Co., 96, Szechuen Road, Shanghai.

FREE—A book of useful information for ailing people: "The Blood and its Work." Send a postcard to-day for a free copy to above address.

that she had spent a blameless life devoted to the alleviation of suffering, and since the war had even nursed wounded German soldiers, should have been sufficient to secure a mitigation of her sentence; the criminal desertion by the German authorities of the camps for prisoners of war at Wittenberg and Gardingen at a time when the unfortunate captives interned there were stricken with disease, itself aggravated, if not initiated, by callous disregard on the part of those in charge of the ordinary hygienic precautions which are essential in a crowded concentration camp; the confiscation of the property of the German Government of about 20 per cent. of the remittances sent to British prisoners of war (combatant and civilian) interned in Germany; and the execution of the captain of the steamship *Brussels* after he had been sentenced to death for having committed an act of self-defence well recognized by the laws of war on sea.

The International Committee appeal to the belligerent Powers not to attempt to obtain redress for their grievances by resort to reprisals, but to request the neutral Powers to impress on the enemy concerned the considerations of humanity and justice.

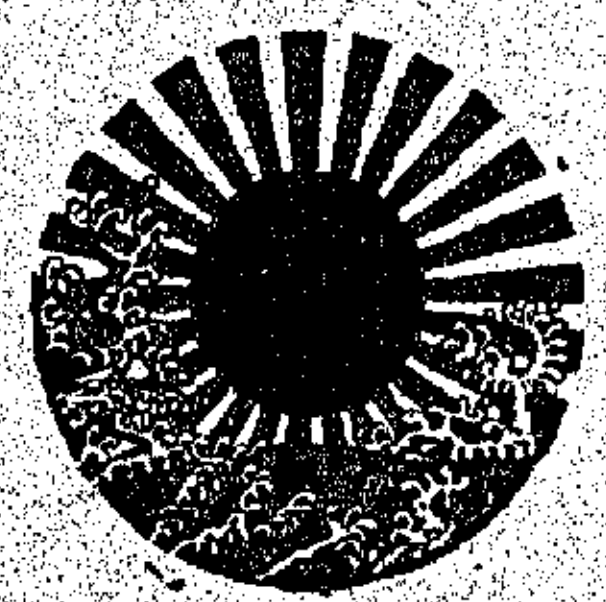
His Majesty's Government readily respond to that appeal, being confident that the neutral Powers and the International Committee will recognize that the demand for reprisals grows in volume and urgency with the recurrence of abuses, and that the surest means of avoiding reprisals is to promote the abandonment of the policy which inspires them.

Hello! Did you think over that business about the Bonds? Yes, it's pretty certain now that an **UNREMITTING PRESSURE** on all fronts will lead straight on to Victory, and you can help in some measure by lending money to the Government.

The least you can do is to convert all available cash into **EXCHEQUER BONDS**. The **HONGKONG BANK** will buy them.

What do you say? Only 5 per cent.? Well, I don't think any of us should mind whether it's 5 per cent. or 6 per cent. so long as we get through with the War.

What's that? Oh, you're writing a chit to the Bank now. Alright! I'll ring off. Good-bye, old man.

Grand Prize of Honour
Panama-Pacific International Exposition
SAN FRANCISCO, 1915

ASAHI-BEER
SOLD EVERYWHERE

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

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NOV. 11 - JAN. 18, 1917.

AN UNSURPASSED HIGH-CLASS PASSENGER
SERVICE AT INTERMEDIATE RATES.O. H. HITTER, Freight and Passenger Agent
Princes Buildings, Lee House Street.

(628)

VESSELS EXPECTED.

THE ENGLISH MAIL.

The str. *Sardinia* left Shanghai for this port on the 2nd instant, at 1 p.m., with the homeward English mails, and is due here on the 5th instant, morning.

CANADIAN MAIL.

The str. *Empress of Japan* left Kobe on the 28th instant, at 11 a.m.

MERCHANT STEAMER.

The str. *Benalder* from Swansea and London left Singapore for this port on the 28th September, and may be expected to arrive here to-morrow.

LATEST STEAMER MOVEMENT.

The str. *Monteagle* arrived at Vancouver on the 1st instant, at 7 p.m.

MARTIN'S
APOL-STEEL
PILLS

A famous remedy for all ailments. It is a powerful purgative, and is used by the most distinguished medical authorities. It is a most valuable remedy for all ailments, and is used by the most distinguished medical authorities. It is a most valuable remedy for all ailments, and is used by the most distinguished medical authorities.

MARTIN'S
APOL-STEEL
PILLS

SHIPPING

ARRIVALS.

CHUBAN, British str., 1,338, Robertson, 2nd October—Swatow 2nd October, Rice and Wood.—Butterfield & Swire.
 KAITO MARU, Japanese str., 1,123, K. Murakami, 4th October—Swatow 3rd October, General.—Osaka Shosen Kaisha.
 KITANO MARU, Japanese str., 4,942, T. E. Cope, 4th October—Shanghai 1st October, General.—Nippon Yusen Kaisha.
 SHANTUNG, British str., from Canton, 4th October.
 SHUNCHONG, Chinese str., from Macao, 4th October.
 TAKSANG, British str., 978, D. V. P. Ritchie, 4th October—Hoihow 30th September, General.—Jardine, Matheson & Co., Ltd.
 TIANZONG, Dutch str., 8,850, E. H. Kraes, 3rd October—Amoy 1st October, General.—Java-China-Japan Lijn.
 YUNGSHIN, Chinese str., 909, J. Jones, 3rd October—Saigon 29th September, Rice.—Order.

DEPARTURES.

CHOSANG, British str., for Shanghai, City of Durban, British str., for Moji, 4th October.
 LOCHOW, British str., for Shanghai, NELSON, British str., for Shanghai, SHIMONOSEKI MARU, Japanese str., for Singapore.
 TIANZONG, Dutch str., for Manila, TONY MARU, Jap. str., for Shanghai, TONY MARU, Jap. str., for Singapore, TONGLEE, Chinese str., for Saigon.

PASSENGERS.

Per *Tianzong*, from Amoy, for Hongkong, Mr. Lauwhier.
 Per *Chosang*, from Bangkok, for Hongkong, Mr. Humphreys.
 Per *Kaito Maru*, from Japan, etc., for Hongkong, Mrs. J. Ireland, Mrs. E. V. Brown, Mr. and Mrs. U. Spalinger, Mr. C. B. Brown, Mr. H. Speakman, Mr. and Mrs. T. Hisaka and infant, Mr. J. Morito, Mr. Y. Asami, Mr. Y. Tadokoro, Mr. F. Best, Mrs. H. Hokujo, Mr. T. Mada, Mr. J. Ichino, and Mr. S. S. Pie.
 Per *Empress of Asia*, for Vancouver, etc., Mr. and Mrs. F. Austin, Miss E. M. Agassiz, Miss A. A. Andrews, Mr. J. L. S. Alves, Miss Alves, Mr. J. C. d'Almeida, Mr. J. M. Armstrong, Mr. J. G. Budd, Mr. A. Butts, Mr. R. W. Blair, Miss A. Buerger, Miss Bosworth, Mr. D. Burlingham, Mr. and Mrs. B. Berguna, Masters Berguna (2), Miss Berguna, Mr. W. M. Bower, Mr. Stuart Cameron, Miss E. Cummings, Mrs. J. Crane, Miss D. Crane, Mr. S. E. Chapman, Mr. J. S. Cooke, Mr. S. E. Davis, Mr. B. C. Dunn, Mr. I. C. de Canda, Miss A. de Canda, Miss I. C. de Canda, Mr. C. de Canda, Miss Harriet Freeman, Miss C. Findlayson, Mr. J. T. Givotsky, Mr. E. H. Holden, Mr. C. M. Hoskins, Mr. L. K. Holden, Mr. H. H. Hiers, Judge W. A. Hawkins, Mr. C. H. Haller, Miss H. Isaacs, Mr. and Mrs. C. H. Johnson, Mr. A. C. Insauste, Miss Margaret Keith, Mr. W. Lassiter, Miss Isabelle Lamont, Mr. and Mrs. Lowe, Mr. E. W. Lafferty, Mr. R. Moon, Mr. W. B. Mahoney, Miss Margaret McGill, Mr. T. C. Maxwell, Mrs. Gertrude Marques, Dr. and Mrs. John Overton and infant, Mr. Mary G. Oliver, Dr. H. H. Powers, Mr. J. W. Poynton, Mr. Chas. E. Patton, Mr. F. P. Pence, Mr. Chas. E. Pence, Mr. W. H. Pike, Misses Pike (2), Mr. C. A. Reid, Mr. and Mrs. J. R. Reid, 2 sons, daughter and infant, Mr. C. R. Ross, Mr. D. C. Steven, Mrs. A. Stevenson and daughter, Mr. and Mrs. Sidebottom and 4 children, Mr. and Mrs. F. H. Tyson, Mr. J. S. Timberlake, Mr. F. J. Vole, Mr. and Mrs. M. Williamson, Mr. and Mrs. J. H. Wallace, Mrs. Whitford, Mr. O. G. Wrenmore, and Mrs. Emil Zimmerman.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"SARDINIA"
 Captain J. T. Jeffery, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 6th Oct., 1916, at Noon, taking Passengers and Cargo for the above Ports. The s.s. "SARDINIA" will proceed through to Port Said, Marseilles and London.
 Silk and Valuables for Bombay (under arrangement) will be transhipped at Colombo into a Steamer of the P. & O. S. N. Co., or B. I. S. N. Co.
 Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars apply to
 E. V. D. PARR,
 Acting Superintendent.

AMERICAN AND MANCHURIAN LINE.

For BOSTON AND NEW YORK VIA PANAMA CANAL.

THE Steamship

"NEWBY HALL,"
 will be despatched for the above ports on the 20th October, 1916.
 For freight and further particulars apply to
 THE BANK LINE, LTD.,
 General Agents.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "L." and those berthed at the Kowloon Wharf "K." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	KITANO MARU	Jap. str.	5th Oct.	F. E. Cope	NIPPON YUSEN KAISHA	To-day, at Noon.
LONDON VIA USUAL PORTS OF CALL	SARDINIA	Brit. str.	5th Oct.	J. T. Jeffery	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVAH	Brit. str.	5th Oct.	H. R. Hetherington	THE BANK LINE, LIMITED	On 15th inst.
MARSHALLS VIA PORTS	PAUL LEON	Brit. str.	5th Oct.	D. A. Gardiner	P. & O. S. N. Co.	On 20th inst., at Noon.
MADEIRA & BOWEN AVIRAL PORTS	SALAMIS	Brit. str.	5th Oct.	Noma	MESSAGERIES MARITIMES	About 10th inst.
VICTORIA & TACOMA VIA MANILA & SINGAPORE	HAWAII MARU	Jap. str.	5th Oct.	Noma	THE BANK LINE, LIMITED	On 30th Nov.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, & SINGAPORE	SHIMIZUKA MARU	Jap. str.	5th Oct.	Noma	THE BANK LINE, LIMITED	On 13th inst., at 3 P.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SHIMO MARU	Jap. str.	5th Oct.	Noma	THE BANK LINE, LIMITED	On 11th inst., at Noon.
BOSTON & NEW YORK VIA PANAMA CANAL	NEWBY HALL	Brit. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 21st inst.
NEW YORK VIA SHAL PORTS, SAN FRANCISCO, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 11th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 12th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 17th inst., at 10.30 A.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 1st Nov., at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 11th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 2nd Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 7th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 15th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 30th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 10th inst.
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SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 10th inst.
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SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 12th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 17th inst., at 10.30 A.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 1st Nov., at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 11th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 2nd Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 7th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 15th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 30th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 10th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 11th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 12th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 17th inst., at 10.30 A.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 1st Nov., at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 11th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 2nd Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 7th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 15th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 30th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 10th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 11th inst.
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SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 17th inst., at 10.30 A.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 1st Nov., at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 11th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 2nd Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 7th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 15th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 30th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 10th inst.
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SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 1st Nov., at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 11th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 2nd Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 7th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 15th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 30th Nov.
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SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 1st Nov., at Noon.
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SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 7th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 15th Nov.
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SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 1st Nov., at Noon.
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SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 2nd Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 7th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 15th Nov.
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SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 1st Nov., at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 11th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 2nd Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 7th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 15th Nov.
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SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 1st Nov., at Noon.
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SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 2nd Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 7th Nov.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals	NIPPON YUSEN KAISHA	On 15th Nov.
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SAN FRANCISCO VIA SHANGHAI, JAPAN, & SINGAPORE	TOURNAI MARU	Jap. str.	5th Oct.	T. Dals</		

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong PROPOSED SAILING Connecting with From Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "SALAMIS" ... 30th November.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamer "CITY OF MANILA" ... On 15th Oct

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice. For rates of freight and further information apply to

THE BANK LINE, LTD.

GENERAL AGENTS

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

SHANGHAI ... "SHANTUNG" ... On 15th Oct, 4 P.M.
CHEFOO and NEWHONG ... "CHILLI" ... On 15th Oct, 4 P.M.
S. ATOW and SINGAPORE ... "KANGOW" ... On 15th Oct, 10 A.M.
SHANGHAI ... "YINGHONG" ... On 15th Oct, 10 A.M.
HAIPHONG ... "KAIFONG" ... On 15th Oct, 10 A.M.
TIENSIN ... "KUEICHOW" ... On 15th Oct, 10 A.M.
SHANGHAI ... "CHENAN" ... On 15th Oct, 4 P.M.
MANILA, CEBU and ILOILO ... "CHINHUA" ... On 15th Oct, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.
SS. "LENTAN" and SS. "SANUI"
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA", "TAMING" and "KIAN". Excellent Saloon accommodation Aminals; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "KIAN".
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
SS. "ANHUI", "CHENAN", "LUCHOW", "YINGHONG", "SHANTUNG" and "SINKIANG", with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

Occupying at 9 to 10 Days

STEAMSHIP CAPTAIN LEAVING
"HAIYAN" ... Capt. J. S. Thomson ... SUNDAY, 8th Oct., at Noon.
"HAIHONG" ... Capt. J. W. Evans ... FRIDAY, 13th Oct., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co., GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

GALUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

AGENTS

P. & O. S. N. CO.

ROYAL MAIL SERVICE UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT TO MARSEILLES AND LONDON.

Steamers to	Leave Hongkong	Connecting Mail Str. from Colombo	Due at Marseilles	Due at London
Colombo	1016	1916		
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 20
NOVA	Oct. 20	MORNA	Nov. 19	Nov. 26
NORRE	Nov. 3	Through Steamer	Dec. 6	Dec. 17
NYANZA	Nov. 17	MONGOLIA	Dec. 17	Dec. 24
MALTA	Dec. 1	"MALWA"	Dec. 31	Jan. 7
NANKIN	Dec. 15	Through Steamer	Jan. 17	Jan. 21
NOVARA	Dec. 29	Through Steamer	Jan. 31	Feb. 11
SOMALI	Jan. 12	"KASHGAR"	Feb. 12	Feb. 19
NYANZA	Jan. 24	Through Steamer	Feb. 23	Mar. 11
NAMUR	Feb. 9	"ARABIA"	Mar. 11	Mar. 18

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	LEAVE HONGKONG ABOUT
NORRE	TUESDAY, 10th October.
NYANZA	SUNDAY, 22nd October.
MALTA	MONDAY, 6th November.
NANKIN	SUNDAY, 19th November.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-Transshipment), IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Leave SINGAPORE	Leave COLOMBO	Leave LONDON
	about	about	about	about

The Intermediate Service is Temporarily Suspended.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Passage Tickets interchangeable with the British India Co. Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines. Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice. For Further Information, Passages, Fares, Freight, Handbooks, etc., apply to E. V. D. PARR, Acting Superintendent.

NIPPON YUSEN KAISHA. THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DEPARTURE	TONS	SAILING DATE
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	KITANO MARU Capt. Cope	18,000	THURSDAY, 5th Oct., at Noon.
	FUSHIMI MARU Capt. Iriwara	21,000	THURSDAY, 19th Oct., at Noon.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SHIDZUOKA MARU Capt. Noma	12,500	WED'DAY, 11th Oct., at Noon.
	KAMAKURA MARU Capt. Kawajima	12,500	TUESDAY, 31st Oct., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, BANGALANGA, THURSDAY ISLAND, TOWNVILLE and HERBANE	NIKKO MARU Capt. Takada	9,800	FRIDAY, 13th Oct., at 4 P.M.
	AKI MARU Capt. Yoshikawa	13,500	TUESDAY, 14th Nov., at 11 A.M.
CALCUTTA VIA SINGAPORE, PENANG and BANGKOK	COLOMBO MARU Capt. Nomura	10,000	WED'DAY, 11th Oct.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	BOMBAY MARU Capt. Shinohara	8,000	THURSDAY, 19th Oct.
SHANGHAI, MOJI and KOBE	RANGOON MARU Capt. Kobayashi	8,000	THURSDAY, 19th Oct.
SHANGHAI and KOBE	KIRIN MARU Capt. Sasaki	8,000	FRIDAY, 6th Oct.
NAGASAKI, KOBE and YOKOHAMA	AKI MARU Capt. Yoshikawa	13,500	FRIDAY, 13th Oct., at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	KAGA MARU Capt. Totsuka	12,500	MONDAY, 9th Oct., at 10 A.M.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL. (CARGO ONLY).

NEW YORK VIA SHANGHAI, MOJI, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON. \$ TSUYAMA MARU ... SATURDAY, 21st Oct. Capt. T. Date 16,000. For Further Information apply to—

NIPPON YUSEN KAISHA, B. MORI, MANAGER.

TELEPHONE Nos. 221 and 223

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Tons and Speed	Leave Hongkong
NIPPON MARU	11,000 — 15 knots	TUES., 17th Oct., 10.30 A.M.
SHINYO MARU	22,000 — 21 knots	WED., 1st Nov., Noon
SEIYO MARU	14,000 — 13 knots	THURS., 9th Nov., Noon
SIBERIA MARU	13,000 — 18 knots	THURS., 5th Oct., Noon
KOREA MARU	18,000 — 18 knots	FRI., 17th Nov., Noon

† Via MANILA, Omitting Shanghai. * Cargo only

† Proceeding to South American Ports.

§ Omitting Manila, and Shanghai.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120

" " " NEW YORK \$60. " " " £96.10

" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDERSON ROUTE TO BUENOS AIRES.

SEIYO MARU ... 14,000 — 13 knots ... THURSDAY, 9th Nov.

For Full Particulars as to Passage and Freight, apply to—

T. DAIGO, AGENT, King's Building, [213]

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOURTEENTHLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE and YOKOHAMA ... MAGELLAN ... On or about 9th Oct.

YOKOHAMA ... HONOLULU ... On or about 10th Oct.

MANILA ... HONOLULU ... On or about 23rd Oct.

Subject to immediate alteration without notice.

AL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.

Return Tickets to Intermediate ports available six months.

For further particulars apply to

P. THOMAS, AGENT, QUEEN'S BUILDING, [2]

TELEPHONE 740

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA.

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA

"HAWAII MARU" ... FRIDAY, 13th Oct., at 3 P.M.

† Omitting Manila, Shanghai and Nagasaki. § Omitting Manila, Shanghai and Moji.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, AND COLOMBO.

"LUZON MARU" ... TUESDAY, 10th Oct., at 7 A.M.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOUBABAYA, SAMARANG, AND BATAVIA

"SHIBETORO MARU" ... S. Yamano ... SUNDAY, 29th Oct., at Noon.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

"KAIJO MARU" ... SUNDAY, 8th Oct., at Noon.

† Proceeding to Anping, Takao and Tamsui.

† Proceeding to Tamsui, Keelung via Swatow and Amoy.

These Formosan Lines will arrive at and depart from the Soon Yee Wharf, near the Harbour Office.

For FURTHER INFORMATION, apply to—

H. YAMAUCHI, MANAGER, No. 14 Queen's Building, [55]

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
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EASTERN ... 21st Oct. ... On 17th Oct., 4 P.M.

ST. ALBANS ... 21st Oct. ... On 10th Nov., 11 A.M.

All Steamers fitted with wireless telegraph.

The above Steamers are fitted with Refrigerating Machinery ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.

All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO., AGENTS

TELEPHONE 23

COMMERCIAL

CLOSING QUOTATIONS.

ON LONDON.—

Telegraphic Transfer	...	2/3
Bank Bills, on demand	...	2/2 1/2
Bank Bills, at 80 days' sight	...	2/2 1/2
Bank Bills, at 4 months' sight	...	2/2 1/2
Credits, at 4 months' sight	...	2/3
Documentary Bills 4 months' sight	...	2/3 1/2

SUBSIDIARY COINS.

SUBSIDIARY COINS.			per cent.
Hongkong	20 cents pieces...	\$ 0.10	Premium
Hongkong	10 " "	\$ 0.05	"
Canton	10 " "	\$1.10	discount.
Canton	20 " "	\$1.50	"

SHARE LIST.—QUOTATIONS.

HONGKONG, 4TH OCTOBER, 1916.						
STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTE- ATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.	
BANKS.—						
Hongkong and Shanghai Bank Corporation	120,000	\$125	all	\$77½ buyers	6½ p.c.	
China Borneo Company, Limited	60,000	\$12	all	\$8½ buyers	8½ p.c.	
China Light and Power Company, Limited	50,000	\$5	all	\$4½ buyers	8½ p.c.	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$7.25 buyers	8½ p.c.	
COTTON MILLS.—						
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	T. 149, sellers	11½ p.c.	
Kung Yik Cotton & F. W. Company, Ltd.	100,000	Tls. 10	all	T. 144, sellers	12 p.c.	
Shanghai Cotton Manufacturing Co., Ltd.	40,000	Tls. 50	all	T. 96, buyers	6 p.c.	
Yangtze Cotton Mill, Limited	20,000	\$11	all	Tls. 5.40	3½ p.c.	
Dairy Farm Company, Limited	40,000	\$7½	\$6	\$10, sellers		
DOCKS AND WHARVES.—						
H'Kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$6½	4½ p.c.	
H'Kong and Whampoa Dock Co., Ltd.	60,000	\$50	all	\$120, sales	4 p.c.	
Shanghai Dock and Engineering Co., Ltd.	55,000	Tls. 100	all	T. 46, buyers	9 p.c.	
New Engineering & S. B. Works, Ltd.	150,000	Tls. 5	all	Tls. 10½		
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85		
Green Island Cement Company, Limited	400,000	\$10	all	\$10.25, buyers	6½ p.c.	
Hongkong Electric Company, Limited	90,000	\$10	all	\$5½ buyers	4½ p.c.	
Hongkong Hotel Company, Limited	20,000	\$50	all	\$115	4½ p.c.	
Hongkong Ice Company, Limited	6,500	\$25	all	\$18½	7 p.c.	
Hongkong Rope Manufacturing Co., Ltd.	50,000	\$10	all	\$34 buyers	9 p.c.	
Hongkong Tramway Company, Limited	235,000	\$1	all	\$7.35, sat. & sol.	4½ p.c.	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10		
INSURANCE.—						
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$400 buyers	6½ p.c.	
China Fire Insurance Co., Limited	20,000	\$700	\$25	\$154, buyers	6½ p.c.	
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$25	\$385, buyers	7½ p.c.	
North-China Insurance Co., Limited	10,000	\$215	\$5	Tls. 165, buyers		
Union Insurance Society, Limited	15,000	\$250	\$100	\$280, buyers	8½ p.c.	
Yangtze Insurance Association, Limited	12,000	\$100	\$30	\$282, @ Rs 75	5 p.c.	
LANDS AND BUILDINGS.—						
H'Kong Land Invest. Agency Co., Ltd.	60,000	\$100	all	\$171, buyers	7 p.c.	
Hongkong Central Estate, Limited	10,000	\$100	all	\$101, buyers	7½ p.c.	
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	4½ p.c.	
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$84, buyers	5½ p.c.	
Kowloon Land and Building Co., Ltd.	5,000	\$50	\$30	\$88	5 p.c.	
Shanghai Land Investment Co., Ltd.	75,000	Tls. 850	all	Tls. 85	7½ p.c.	
West Point Building Co., Limited	12,800	\$50	all	\$38, sellers	4½ p.c.	
Maatschappij tot Mijn- & Bosch-en Land- bouw exploitatie in Langkat.	250,000	Gda. 10	all	Tls. 25½		
MINING.—						
Tseu Chienan Oil Corp., Limited	1,000,000	\$1	all	\$4½		
Kislan Mining Administration	1,000,000	\$1	all	\$1		
Leah Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$2½		
Tronoh Mines, Limited	150,000	\$1	all	\$2½		
Peak Tramway Company, Limited	25,000	\$10	all	\$6.85, buyers	7½ p.c.	
	60,000	\$10	\$1	\$6.85, buyers		
REFINERIES.—						
China Sugar Refining Company, Ltd.	20,000	\$100	all	\$112, buyers	10 p.c.	
Malayan Sugar Company, Ltd.	14,000	P 30	all	\$114, sales	7½ p.c.	
STEAMSHIP COMPANIES.—						
Douglas Steamship Company, Limited	20,000	\$50	all	\$122	8½ p.c.	
H'Kong, Canton & Macao S. B. Co., Ltd.	20,000	\$15	all	\$221, sales	4½ p.c.	
				ford \$46 buy.		
				def. \$133.		
Indo-China Steam Navigation Co., Ltd.	\$1,000 & \$500,000	\$5	all		6½ p.c.	
STEAM TRANSPORT AND TRADING CO., LTD.—						
Star Ferry Company, Limited	4,322,000	\$1	all	\$118½, buyers	7 p.c.	
Star Ferry Company, Limited	40,000	\$10	all	\$33, sat. & buy.	5 p.c.	
South China Morning Post, Limited	6,000	\$35	all	\$39	7 p.c.	
Steam Laundry Company, Limited	21,000	\$5	all	\$31, buyers	7 p.c.	
BROKERS AND DEBTENTURES.—						
Powell, Wm., Limited	31,000	\$7	all	\$6.90, sellers		
Watson & Co., A. S., Limited	80,000	\$10	all	\$7, buyers	10 p.c.	
Union Waterboat Company, Limited	50,000	\$10	all	\$17	7 p.c.	

Loans	Amount	Value	Interest	Quotations
Chinese Imperial 1886.	Tls. 767,200.	Tls. 250	7½ p. annum	Par.

VERNON & SMYTH, Share Brokers

HONGKONG METEOROLOGICAL REGISTER.

FOORTHCOMING EVENTS.

Hongkong Observatory, October 4th.

TO NIGHT

Previous	On Date	On Date
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9.15 p.m.—The Howitt Phillips Co. at

	Day at 3 p.m.	Nt 6 a.m.	at 2 p.m.
2002	2002	2002	2002

Theatre Royal—"The Land of Promise"
THE MESSIAH

Barometer	29.78	30.03	30.02
Temperature	75	72	78
Humidity	75	72	51
Wind Direction	NNE	II	ESE

9.15 p.m.—The Howitt Phillips Co., at

Wind Direction	1	2	4
Force	1	2	4
Weather	0	0	0
Rain	0.11	—	—

Theatre Royal.—"Peg O' My Heart."

Highest open-air Temperature on 3rd — 75



LTD. KELLY & WALSH, LTD. LANE, CRAWFORD & Co.
RE. VICTORIA DISPENSARY. ANGLO-EGYPTIAN TOBACCO STORE.!!
GRAECO EGYPTIAN TOBACCO STORE.

BANKS

THE BANK OF TAIWAN, LIMITED
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL
CHARTER, 1899.

Capital Subscribed	...	...	Yen	20,000,000
Capital Paid-Up	...	...	"	12,500,000
Reserve Funds	...	...	"	4,680,000

HEAD OFFICE
TAIPEH FORMOSA

BRANCHES: 1)
JAPAN—KOBE, OSAKA, TOKYO.
FORMOSA—AKE, GIRAN, KAGI, KAREN, KEE-LUNG, MAKUNG, PINAN, SHIN-CHIKU, TAIPEI, TAIWAN, TAIWOW, TAMSUI.
CHINA—AMOI, CANTON, FOOSHOW, HANKOW, KUEIKANG, SHANGHAI, SWATOW.

OTHERS—HONGKONG, LONDON, SINGAPORE
SEERABAI.

LONDON BANKERS:
Capital and Counties Bank, London, and
South-Western Bank, Parr's Bank.

The Bank has Correspondents in the Com-
mercial centres of Russia, Manchuria, India,
China, India, Philippine Islands, Java, Australia,
America, and elsewhere.

HONGKONG BRANCH,
7, Des Voeux Road.

5, THE HONGKONG BANK,
 Hongkong, 18th July, 1916. (42)

THE MERCHANTS BANK OF
INDIA, LIMITED,
 HEAD OFFICE: 15, Gracechurch St., London.

Authorized Capital	\$1,500,000
Subscribed	1,125,000

Paid-up	...	...	...	562,500
Reserve Fund "	...	...	...	550,000

BANKERS:
THE BANK OF ENGLAND,
THE LONDON JOINT STOCK BANK, LIMITED

BRANCHES

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bharu	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai

Adams, Randy, Madras, Singapore
Port Louis (Mauritius).

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN,
Acting Manager.

Hongkong, 26th May, 1916. [307]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION**. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at **3½ per cent. per annum.**

Depositors may transfer at their option
balances of \$100 or more to the HomeBank
and Savings Bank to be held in the name of the

THE HONGKONG AND SHANGHAI BANKING CORPORATION
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
N. J. STABE,
Chief Manager.

Hongkong, 2nd November, 1914. 16

HUN CARTWRIGHT, of THE HONGKONG
and South China, Historic

7, 1944